

## *I-680 Value Pricing & FAIR Lanes: Status Reports*

TRB Value Pricing  
Park City, Utah  
July 2004

## *What is the I-680 "Smart Carpool Lane"?*

- ◆ A demonstration project that would allow single-occupant vehicles to use the HOV lane
- ◆ Southbound Interstate 680 on the 14-mile stretch between Pleasanton and Milpitas ("Sunol Grade")
- ◆ HOVs will continue to ride for free.

2

## *How will tolls be collected?*

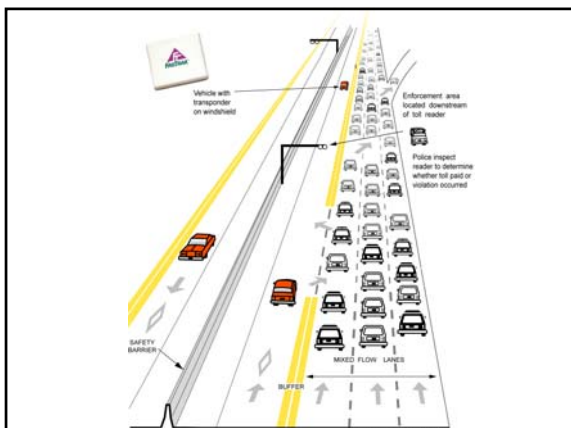
- ◆ All electronic toll collection
- ◆ Same technology as the current Fastrak system used for collection on all SF Bay Area bridges.
- ◆ Tolls vary by time of day, based on congestion; possible "dynamic pricing"

3

## *How does a driver know where to enter or exit the Smart Carpool lane?*

- ◆ Smart Carpool lane will be separated from the regular freeway lanes by solid double yellow stripes.
- ◆ Vehicles may legally enter or exit the Smart Carpool lane only at designated locations, where there is a gap in the solid stripes.

4



## *Smart Carpool Lane Projected Revenues*

- ◆ Total revenues
  - Tolls generate \$6.3 million in gross revenues in first year of operation, and \$12.3 in 20<sup>th</sup> year.
  - Southbound-only generates approximately \$3.1 million in first year, \$6.1 in 20<sup>th</sup> year.
- ◆ Net Revenues
  - \$83 million over 20 years (two-way tolls) for both directions; \$41.5 million for southbound-only.

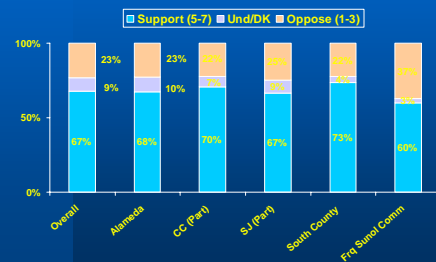
6

### How would toll revenues be spent?

- ◆ Pay for Smart Carpool lane operations
- ◆ Completion of NB carpool lane
- ◆ Improved transit service on corridor
- ◆ Capital improvements on corridor

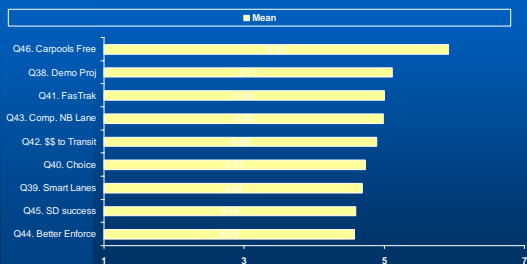
7

### Sunol Grade Smart Carpool Lanes: Final Result



8

### Smart Lane Elements



9

### What are the technical challenges?

- ◆ Striped lane separation...a new feature
- ◆ Intermediate access...a new feature
- ◆ Enforcement effectiveness
- ◆ Signage and traffic monitoring loops

10

### What are the institutional/political challenges?

- ◆ New concept for Northern California
- ◆ Limited access to HOV lanes
- ◆ Multi-jurisdictional agreements
- ◆ How to allocate surplus revenues

11

### Next Steps

- ◆ Schedule
  - Auxiliary lane opened November 2000
  - ↓ Interim Southbound opened December 2002
  - ↓ HOV/HOT construction to begin late 2005
  - ↓ HOV/HOT lane to open mid-2007
- ◆ Legislation passed State Assembly and pending in Senate, authorizes HOT lanes in 3 counties

12

### *FAIR Lanes: What is the status?*

- ◆ Study begun February 24, 2004
- ◆ Alternatives & horizon years defined (2005 and 2025)
- ◆ Mode choice refinements and links in travel forecast model completed
- ◆ Public acceptance testing planned (polling, focus groups, stakeholder interviews)
- ◆ Completion by end of 2004

13

### *FAIR Lanes Challenges*

- ◆ What is the equity issue being addressed?
- ◆ Who are recipients of credits?
- ◆ How to define "low income" in a high-income corridor?
- ◆ Is good data available on low-income traveler behavior?

14

### *FAIR Lanes Challenges*

- ◆ How much compensation given to designated mixed-flow lane users?
- ◆ How can credits be used (HOT lane and/or transit)?
- ◆ How will extra users with credits affect HOT lane performance?
- ◆ How can the concept be explained to the public?

15